

**State of Connecticut Department of Transportation
Project No. 63-601**

**Demolition of Bridge 03369 and Construction of relocated on-ramp from
Flatbush Avenue to Interstate 84 EB
City of Hartford**

**October 26, 2011, at 6:00 PM
Parkville Community Center
11 New Park Ave, Hartford CT**

Minutes

Present:

Department representatives: Scott A. Hill, Louis D. Bacho, Mary E. Baker
Close Jensen and Miller (CJM) representative: Thomas Ryan, Ajit S. Gokhale

Parkville Neighborhood Revitalization Group (NRZ): President Edgardo Block
and approximately 12 members

City of Hartford: Glenn Geathers, Office of Development Services

Presentation: Edgardo Block introduced the representatives from the Department and CJM. Mary Baker presented the general guidelines of the project including the factors leading to the need for removal of the existing on-ramp structure and its replacement with a new on-grade ramp from Flatbush Avenue to I-84 eastbound. Ajit S. Gokhale presented the technical aspects of the project with regards to the design and overall alignment of the new on-ramp including a brief overview of the sequence of construction. Mary Baker closed the presentation with the approximate cost and anticipated project schedule. Attached is the location map and project summary that was provided as a handout to the attendees.

Public Comments and Questions:

Those commenting were residents in the southwest area of Flatbush Avenue and members of the Parkville NRZ. The following are questions from the public and Department's responses from the meeting.

- What location on I-84 eastbound does the new ramp merge and how is it different from the existing merge location?

Response: The new location of the on-ramp merge onto I-84 eastbound is proposed to be approximately at the same location as the existing. The merge would be within a 200 feet area adjacent to the existing merge.

- How will construction equipment and materials be hauled to the construction site for the construction of the new ramp? Will residents be affected from construction trucks and equipment?

Response: There was a general discussion on construction access to the proposed site. The attendees were informed that an exact location for construction access had not been determined but it was envisioned that the access road would be constructed from Flatbush Avenue adjacent to the entrance to the existing on-ramp. Alternate access points in and around the existing culvert over Lower Smith School brook will also be investigated. It was clarified that disturbance to area residents would be kept to a minimum.

- Travel on the existing off-ramp from I-84 WB seems dangerous. Vehicles travel at high speeds. There have been a few accidents on the off-ramp whereby cars have gone over the guard rail and over the embankment. Rumble strips or speed reducers should be provided at the beginning of the off-ramp.
- Will the proposed project improve safety?

Response: The proposed on-ramp will be constructed alongside the existing off-ramp for about 2800 feet starting from Flatbush Avenue. The on-ramp will split from the off-ramp as it passes over the culvert to merge onto I-84 eastbound. A median barrier between the two ramps will be provided in the new design. The median barrier will provide safety between the two ramps. Enforcement may help to reduce speeds. The requirement for rumble strips or speed reducers on the off ramp will be reviewed when private development occurs that would introduce a signalized intersection within the ramps.

Response:

- How does the new on-ramp affect the proposed commercial development planned at Flatbush Avenue and the off-ramp?

Response: The Department's design plan will not preclude development.. Any new signalization that will be needed due to the private development will be designed as part of the private development application

- What happens to the land that will be available after the demolition of the existing on-ramp structure?

Response: The existing on-ramp structure will be removed along with the substructure. The land that will be vacated as a result of the demolition of the existing structure will be used for mitigation and enhancement of wetlands. There is currently a wetland mitigation plan in place which is part of the New Britain to Hartford Busway project design. The construction of the wetland mitigation will be added to the ramp project for ease of coordination with a single Contractor.

- How does the project impact the proposed extension of Bartholomew Avenue intended to promote private development?

Response: The proposed ramp project will not affect the proposed extension of Bartholomew Avenue. The Department is aware of the potential for private development. The ramp project will not preclude development. Modifications can be made by the developer to allow travel between the proposed extension to Bartholomew Avenue and the ramp.

- How will the proposed project and the grade separation project at the railroad crossing along Flatbush Avenue affect residents in the southwest area?

Response: The grade separation fly-over project at the railroad intersection with Flatbush Avenue is part of the Busway project. The two projects will be coordinated by the Department. It is currently planned for construction of the new Flatbush Avenue Bridge to begin in 2012 while the ramp project is planned for 2013. Overlap of the projects may occur but traffic impacts will be kept to a minimum.

- Will any bike paths in the project vicinity be affected?

Response: There are no proposed bike paths in the proposed ramp project and the project will not have any impacts on neighboring bikeways.

Adjournment: Approximately 7:15 PM